

CLAIMS

1. An exhaust gas recirculation system (2) for a motor vehicle, including an exhaust gas recirculation line (4) extending between an exhaust gas manifold (22) and an air inlet system (3) of said internal combustion engine, said exhaust gas recirculation line (4) including an exhaust gas recirculation valve (4.3), at least one first exhaust gas cooler (4.1) arranged upstream of said recirculation valve (4.3) and at least one second exhaust gas cooler (4.2) provided in the exhaust gas recirculation line (4) downstream of the exhaust gas recirculation valve with respect to the direction of flow of the exhaust gas through said exhaust gas recirculation line (4).

2. A system according to claim 1, wherein the first exhaust-gas cooler (4.1) is designed as a pressure-resistant cooler.

3. A system according to claim 1, wherein the second exhaust-gas cooler (4.2) is designed as a low-pressure cooler.

4. A system according to claim 1, wherein at least one further high-pressure exhaust-gas cooler is provided upstream of the exhaust-gas recirculation valve (4.3) with respect to the direction of flow.

5. A system according to claim 1, wherein at least one further low-pressure exhaust-gas cooler is provided downstream of the exhaust-gas recirculation valve (4.3) with respect to the direction of flow.

6. A system according to claim 1, wherein the exhaust-gas recirculation valve (4.3) has an inlet (4.4) and an outlet (4.5), the inlet (4.4) and the outlet (4.5) being arranged on a common lateral surface of the exhaust-gas recirculation valve (4.3).

7. A system according to claim 1, wherein a charge-air cooler (3.3), and at least one of the first exhaust-gas cooler (4.1) and the second exhaust-gas cooler (4.2) have a common cooling circuit (3.5).

8. A system according to claim 1, wherein a charge-air cooler (3.3), the first exhaust-gas cooler (4.1) and the second exhaust-gas cooler (4.2) have separate cooling circuits.